

From: ["Sibley, Michael" <Sibley.Michael@epa.gov>](mailto:Sibley.Michael@epa.gov)
To: ["Franklin, Richard" <Franklin.Richard@epa.gov>](mailto:Franklin.Richard@epa.gov)
CC: ["Fowlow, Jeffrey" <Fowlow.Jeffrey@epa.gov>](mailto:Fowlow.Jeffrey@epa.gov)
Date: 3/5/2019 2:30:54 PM
Subject: Re: Flash Message: Region 10, Tanker Truck Rollover (Cascade Locks, Oregon) ---
UPDATE #1
Attachments: image001.png

Ok thanks. Jeff any update?

Sent from my iPhone
Michael Sibley
EPA
Cell 206-605-6636

On Mar 5, 2019, at 14:01, Franklin, Richard <Franklin.Richard@epa.gov> wrote:

It's called Lindsey Lake Tanker Spill (<https://response.epa.gov/LindseyLakeTankerTruckSpill>), and Fowlow is now the lead OSC for it.
No ERRS, but did use START quite a bit. Jeff can probably give you a better idea of what the current START costs are.

From: Sibley, Michael
Sent: Tuesday, March 05, 2019 12:21 PM
To: Franklin, Richard <Franklin.Richard@epa.gov>
Subject: FW: Flash Message: Region 10, Tanker Truck Rollover (Cascade Locks, Oregon) --- UPDATE #1

Hey Richard

I did not see anything on this in [OSC.net](https://osc.net). Any details on this one? Is it complete? Any hazmat? Any START or ERRS costs?

From: Sheldrake, Beth
Sent: Wednesday, February 13, 2019 2:15 PM
To: R10-ECL EMP <R10-ECL_EMP@epa.gov>
Cc: R10-ECL EMP Support <R10-ECL_EMP_Support@epa.gov>; Knudsen, Laura <Knudsen.Laura@epa.gov>
Subject: Flash Message: Region 10, Tanker Truck Rollover (Cascade Locks, Oregon) --- UPDATE #1

This message is being sent bcc to the Region 10 Executive Team

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<image001.png>

US Environmental Protection Agency - Region 10

NRC No.: 1237421

Flash Message: Region 10, Tanker Truck Rollover (Cascade Locks, Oregon) – UPDATE #1

Report as of: 2000 Pacific Time, February 12, 2019

Overview: At approximately 10:30 am local time on February 11th, a tanker truck carrying diesel fuel overturned on Interstate 84 about 10 miles west of the town of Hood River, Oregon in snowy road conditions. It

is estimated at that 4,400 gallons of diesel fuel were lost to the roadway, down a steep embankment and into Lindsey Lake which is partially frozen and hydraulically connected to the Columbia River. Winter weather conditions are hampering response operations.

State, Local and other Federal Agency Actions: The Oregon Department of Transportation has responded to the traffic incident and Oregon Department of Environmental Quality has requested EPA assistance in monitoring cleanup operations. The Bureau of Indian Affairs has provided access to a BIA-owned boat ramp in the area for responders to use.

EPA Actions: EPA has mobilized OSC Richard Franklin and START contractors from Portland, Oregon to oversee the cleanup operations, collect environmental samples and provide direction to the Responsible Party and their contractors, as needed. EPA has notified the Columbia River Treaty Tribes and the Department of Interior.

Throughout Tuesday, February 12th, cleanup crews continue to address the diesel release in very difficult winter conditions. Approximately 700 feet of hard boom has been placed along the lake edge at the bottom of the embankment and at the outfall to the Columbia River. Lindsey Lake is currently covered with four to six inches of floating slush, except right along the bank. Floating diesel at the bottom of the embankment is being collected using absorbent pads. Approximately 800 feet of Interstate 84 roadway both east and west bound has been heavily impacted by spilled diesel and starting Wednesday, February 13, Oregon DOT has agreed to close one lane at a time in each direction to remove contaminated snow. Crews have also begun collection of water samples in Lindsay Lake. The Confederated Tribes of the Warm Springs Reservation of Oregon has identified the area as potentially sensitive for historic properties and cultural resources. If ground disturbing activities are necessary, the Unified Command will deploy a cultural resources monitor and are currently operating under an Inadvertent Discovery Plan.

Media Interest: Low

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